BookletChart™

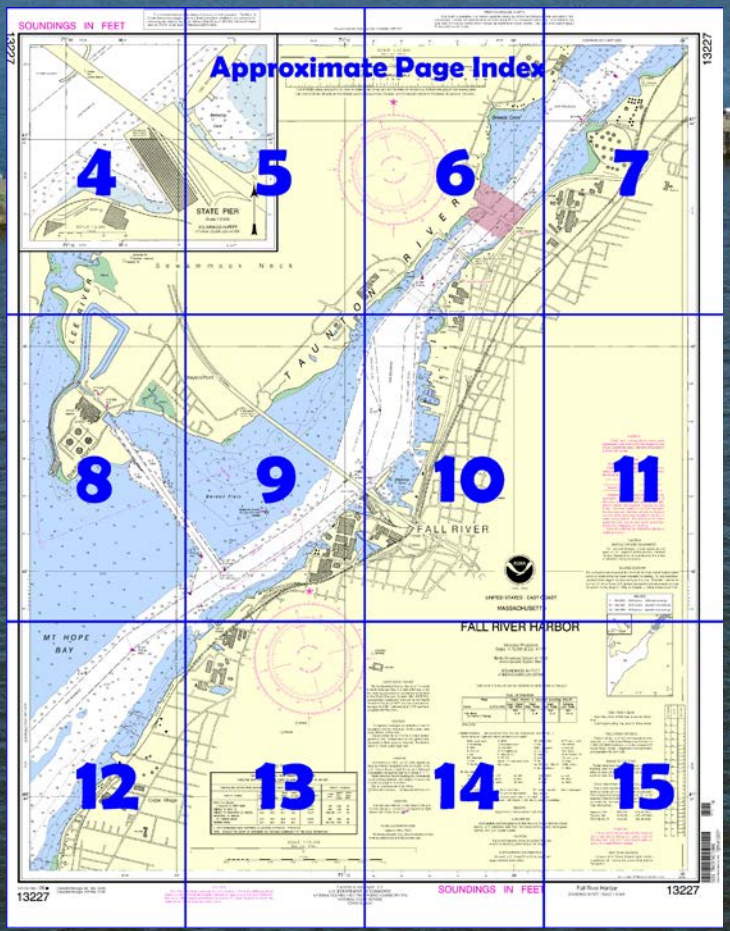
Fall River Harbor

NOAA Chart 13227

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13227.

(Selected Excerpts from Coast Pilot)
Mount Hope Bay, in the northeastern part of Narragansett Bay, is the approach to the city of Fall River and **Taunton River**. There are two approaches to the bay. The approach from the Sakonnet River is little used. The approach from East Passage is well marked, and with care 34 feet can be carried in the channel into the bay.
Fall River, on the eastern shore of the mouth of Taunton River and head of Mount Hope Bay, is an important manufacturing center as well as distribution point of petroleum products. Principal products handled through the port are petroleum products, latex, shellac, cotton, and some lumber.

Somerset, about 5.3 miles, and **Dighton**, about 7.5 miles above the Fall River, are towns on the west side of Taunton River. **Taunton** is at the head of navigation about 12.5 miles above Fall River.
Mount Hope Bridge crosses the entrance to Mount Hope Bay between **Bristol Point** and Rhode Island. The bridge has two lighted towers which are visible for many miles in clear weather and a racon. It is a high-level suspension highway bridge with a clearance of 135 feet.
Mount Hope is a prominent hill on the western side of the bay 2 miles northeastward of the suspension bridge. **Spar Island** is a small, low island near the center of Mount Hope Bay.
Borden Flats, the shoal area northward of the channel in Fall River Harbor, is marked by a light equipped with a sound signal.
Three shallow streams that empty into the northern part of Mount Hope Bay are entered only by local small craft. **Kickamuit River**, the westerly one, has a narrow buoyed entrance through which the currents have considerable velocity. The buoyed channel has a depth of about 6 feet. **Cole River**, the middle of the three, is buoyed on the east side of the entrance. **South Swansea**, on the west shore of **Gardners Neck**, has a boatyard with a 25-ton mobile hoist and a marine railway that can handle craft up to 50 feet for hull, engine, and electronic repairs or storage. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. In 1981, a reported depth of 6 feet could be carried to the boatyard. A ramp is on the western side of the bay, approximately 0.7 mile south of the entrance to Kickamuit River.
A highway bridge, about 1.5 miles above the entrance, has a 41-foot fixed span with a clearance of 7 feet. **Lee River**, the easterly stream, is navigable to a fixed bridge about 1.2 miles above the entrance. A shoal in midchannel just north of the narrow opening through the fill, 0.8 mile above **Brayton Point**, has a depth of 1 foot.
Channels.–A Federal project provides for a channel 35 feet deep through Mount Hope Bay to about 0.9 mile above the Brightman Street Bridge across Taunton River at Fall River. (See Notice to Mariners and latest editions of the charts for controlling depths.)
A dredged side channel, about 0.2 mile north of **Common Fence Point** (41°39.3'N., 71°13.3'W.) at the north end of Rhode Island, leads eastward from the main channel into North and South Branch channels. In 2004, the side channel had a reported controlling depth of 33.1 feet, with 20.7 feet available in the North Branch channel, along the North Tiverton waterfront, 23.7 feet available in the South Branch channel.
A privately dredged side channel, about 3.3 miles northeastward of Common Fence Point and marked by buoys and a **326°** private lighted range, leads northwestward from the main channel to a powerplant wharf on the east side of Brayton Point. In 1998, the channel had a reported controlling depth of 34 feet, except for shoaling to 33 feet in the entrance widening and 24 feet along the west edge of the widening.
A dredged channel in Taunton River leads from Somerset to **Peters Point**, 6.7 miles above the Brightman Street Bridge, thence to Taunton, 12.5 miles above Fall River. In 2001, the channel had a controlling depth of 6.4 feet to Peters Point, thence 4 feet was reported to be available to Taunton. Local knowledge is required from Dighton to Taunton. Buoys mark the channel to about a mile beyond the Berkley Bridge, about 3.5 miles below Taunton.
Anchorages.–Fall River Harbor has no designated anchorages. Vessels may anchor on either side of the dredged approach channel in the outer harbor or at any locality in Mount Hope Bay where depth and bottom are suitable; the chart is the best guide.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Aug. 6/11
Corrected through LNM Jul. 26/11

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

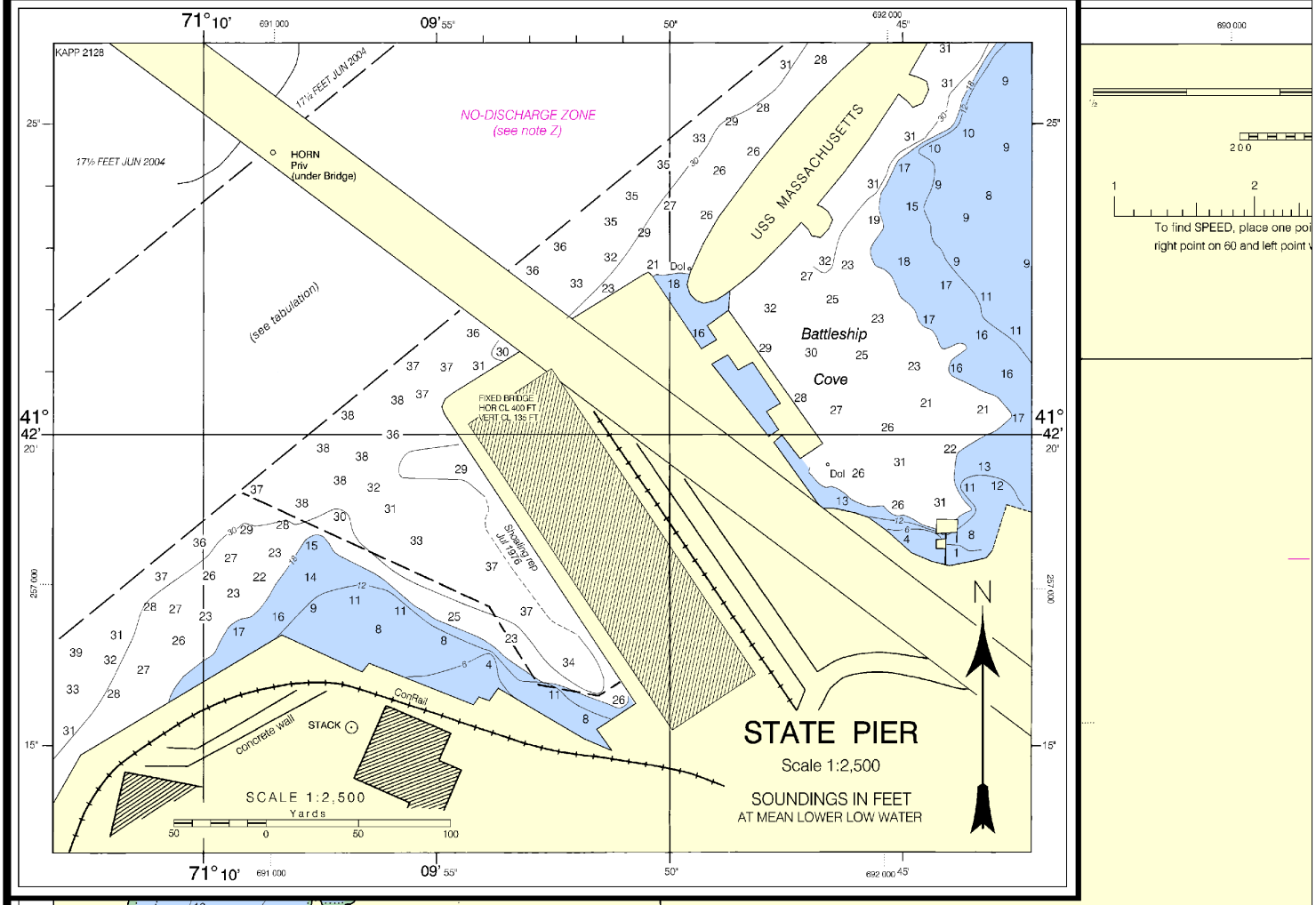
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

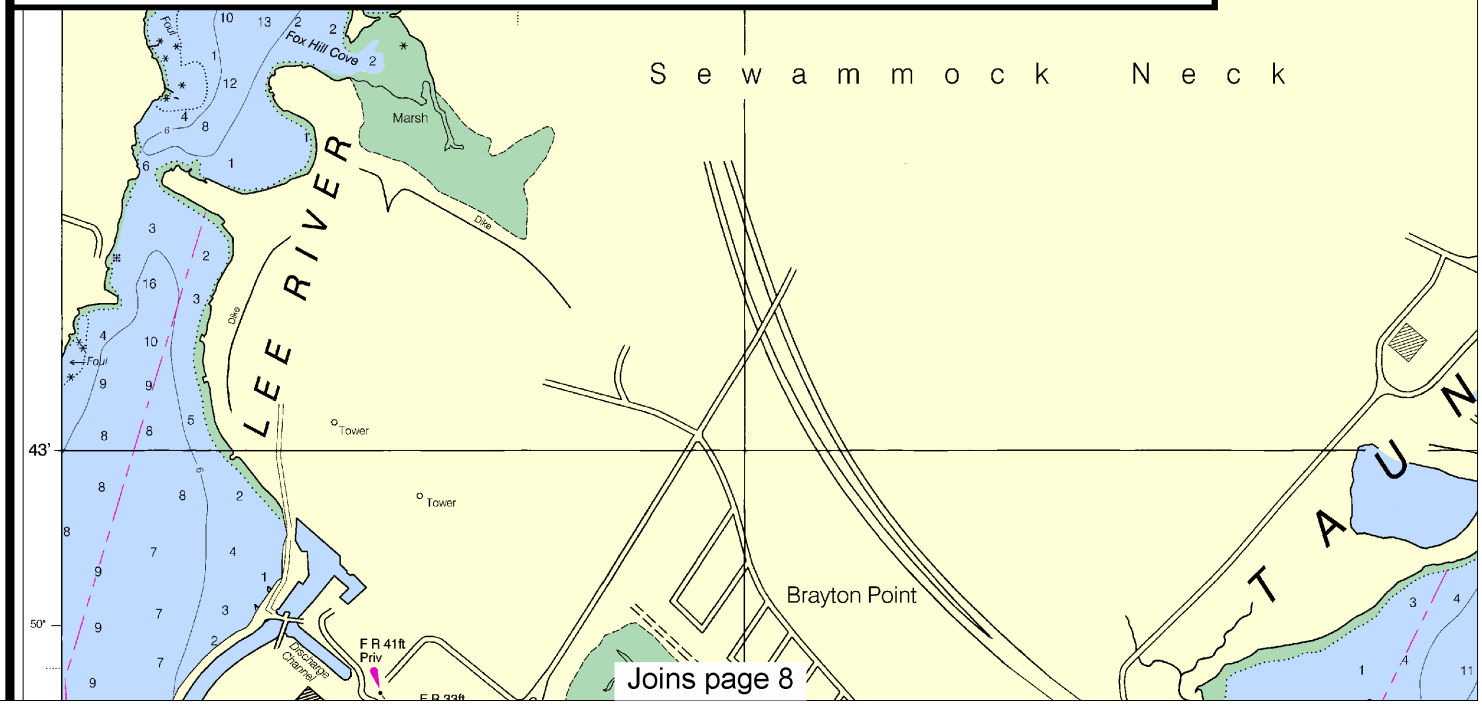
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.362" northward and 1.775" eastward to agree with this chart.

SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.





Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

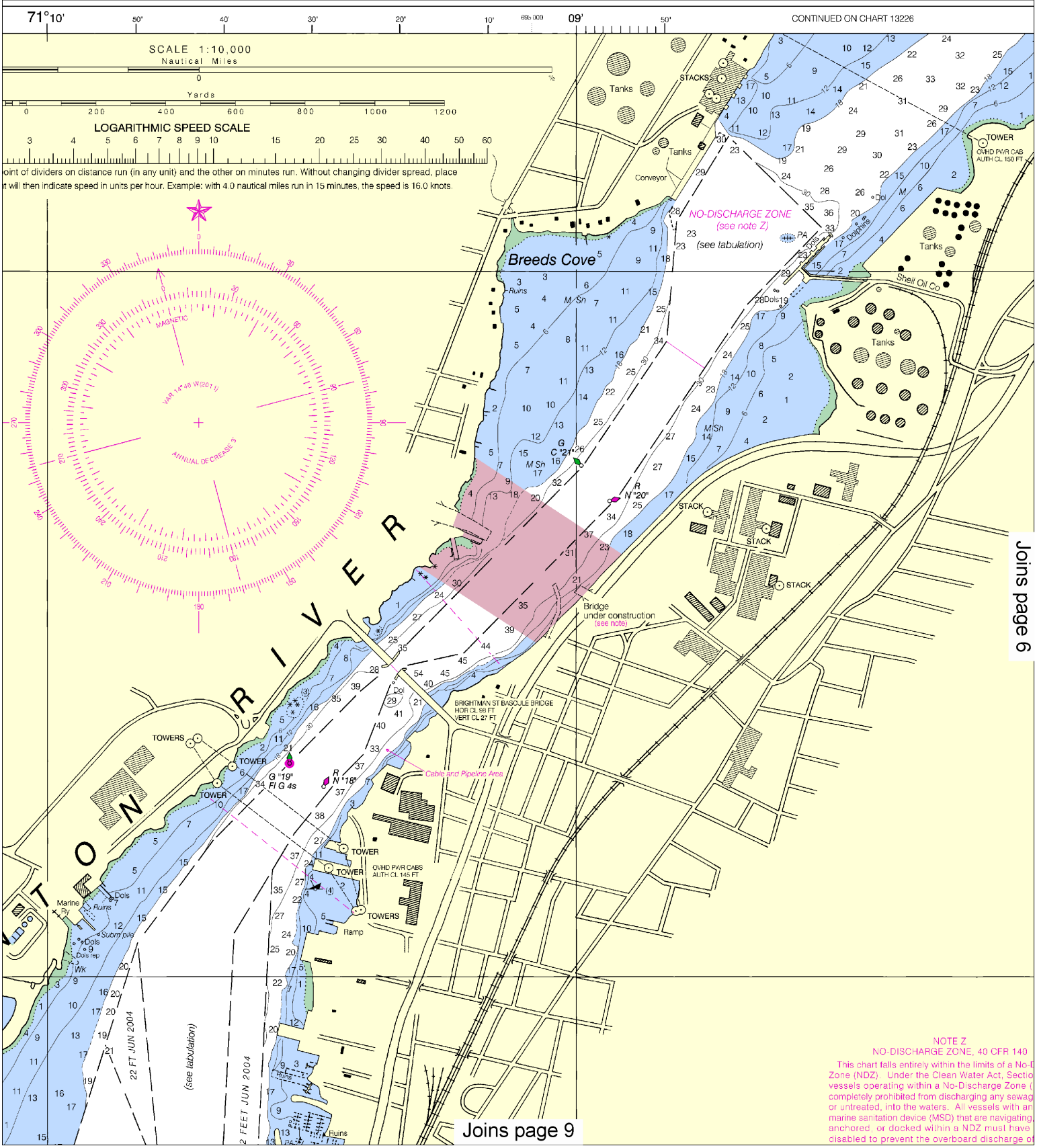
Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

Formerly C&GC 350, 1st Ed., Jun 1955 D-1955-685 KAPP 2127



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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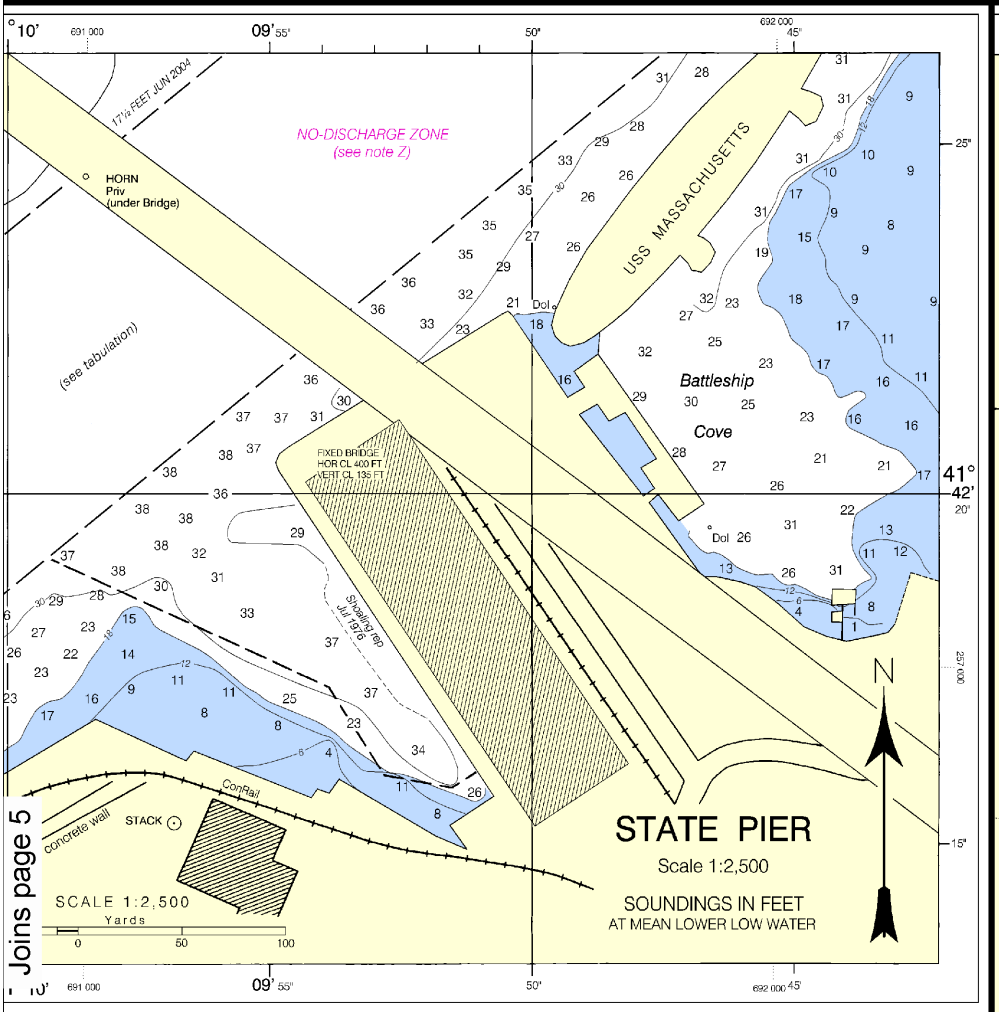
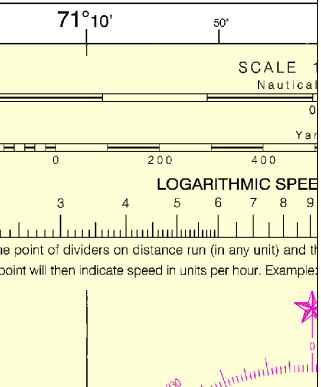
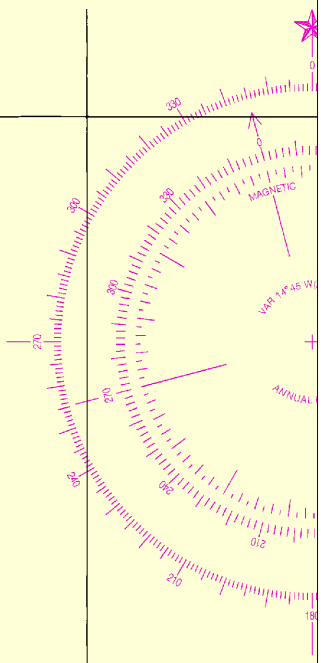
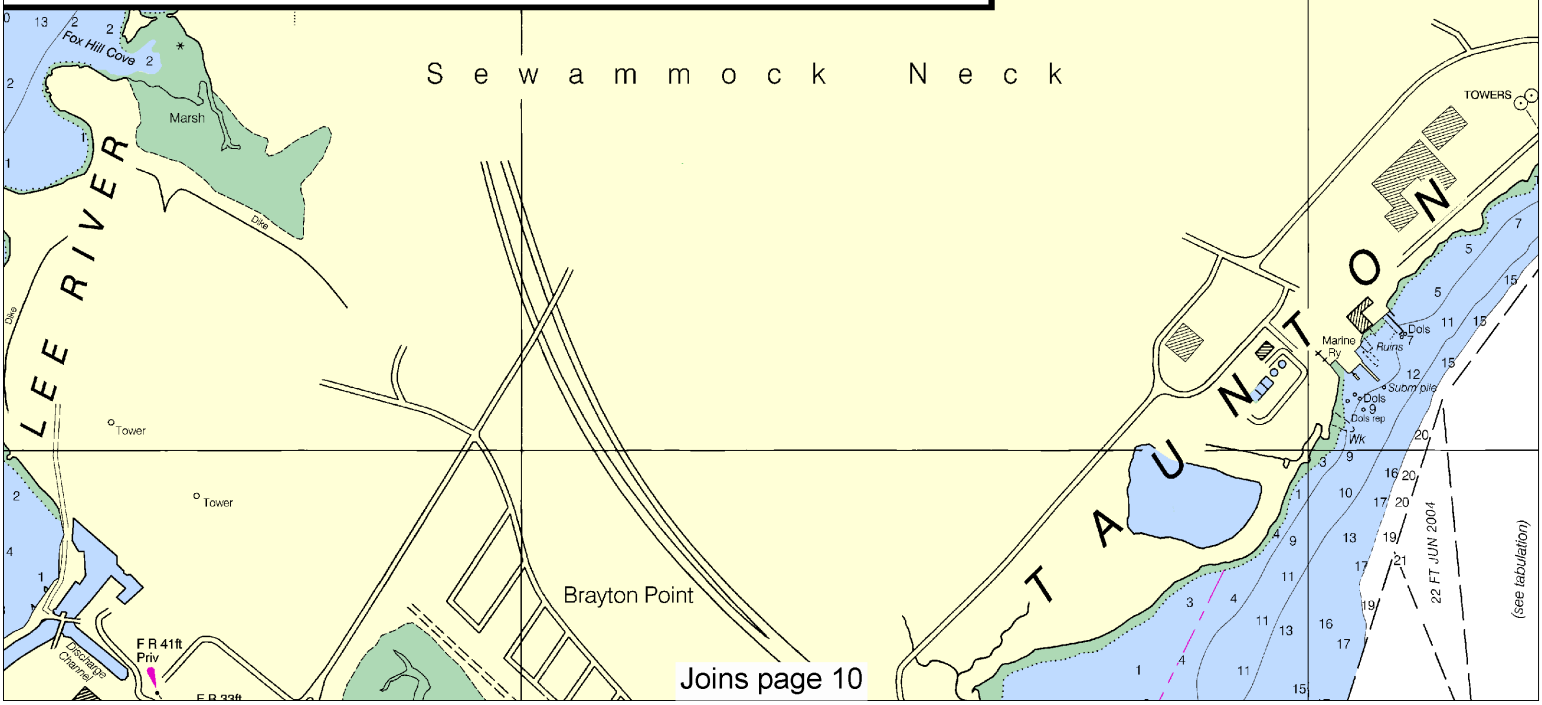
Formerly C&GC 350, 1st Ed., Jun 1955 D-1955-685 KAP



Joins page 5





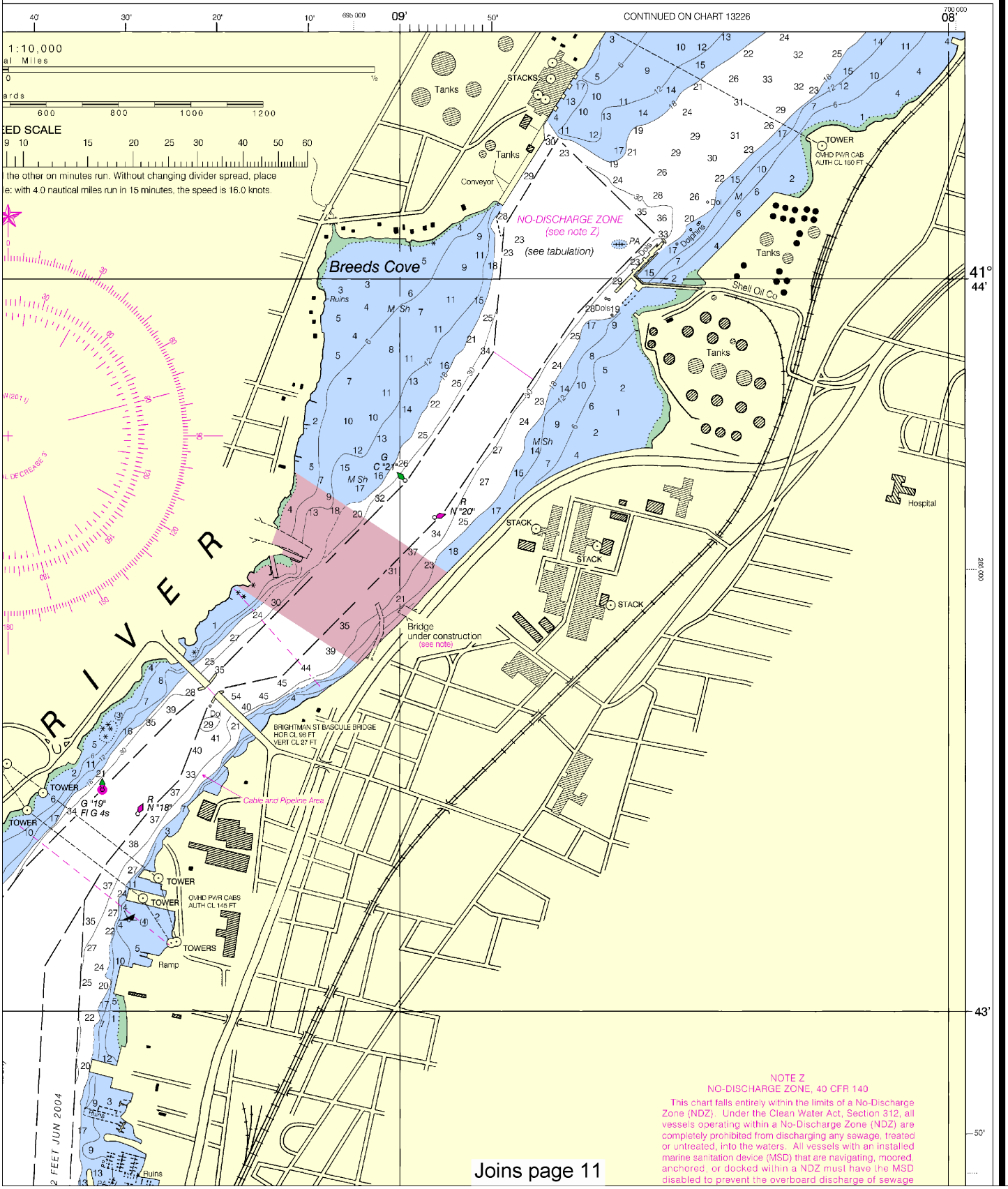


Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

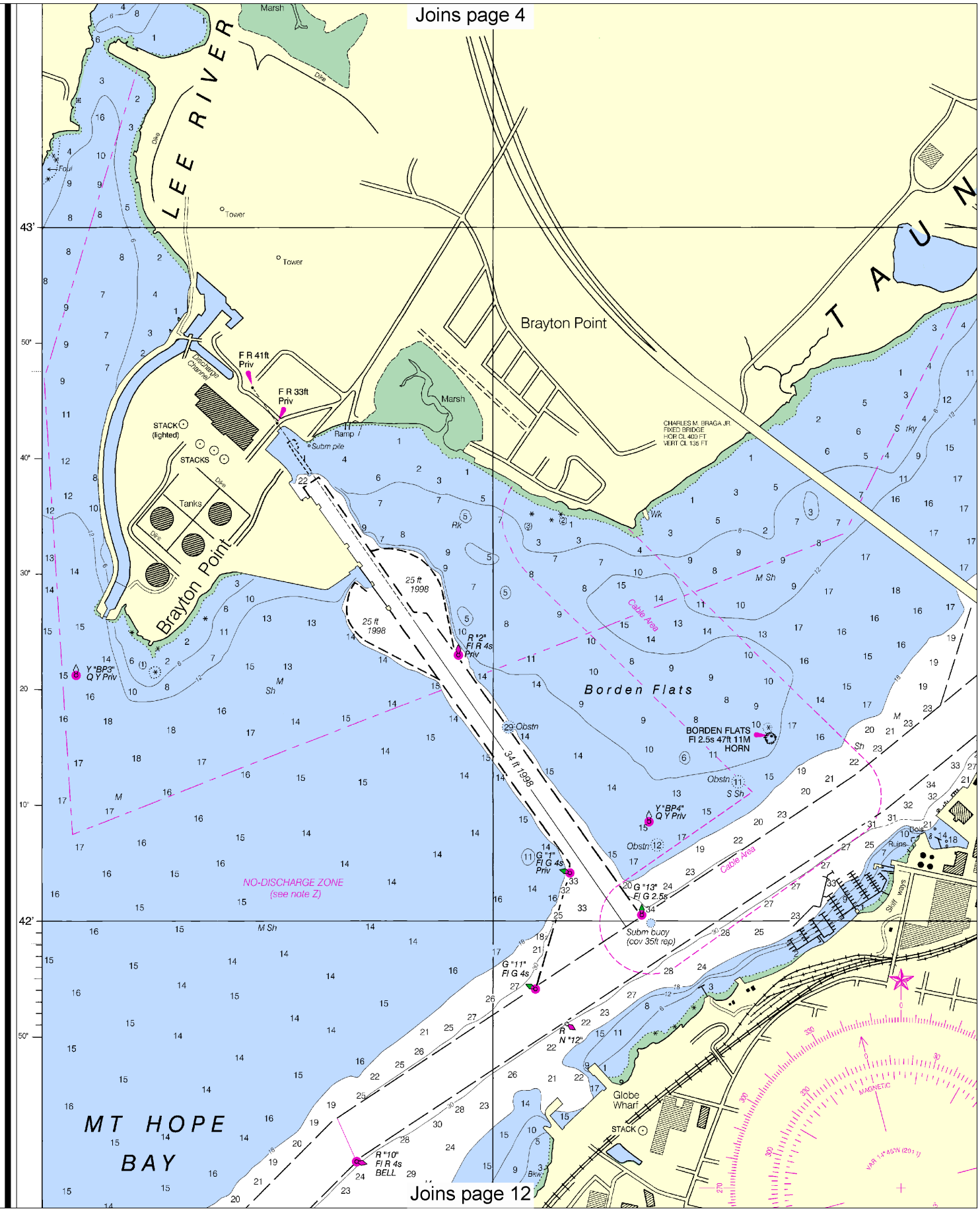


NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

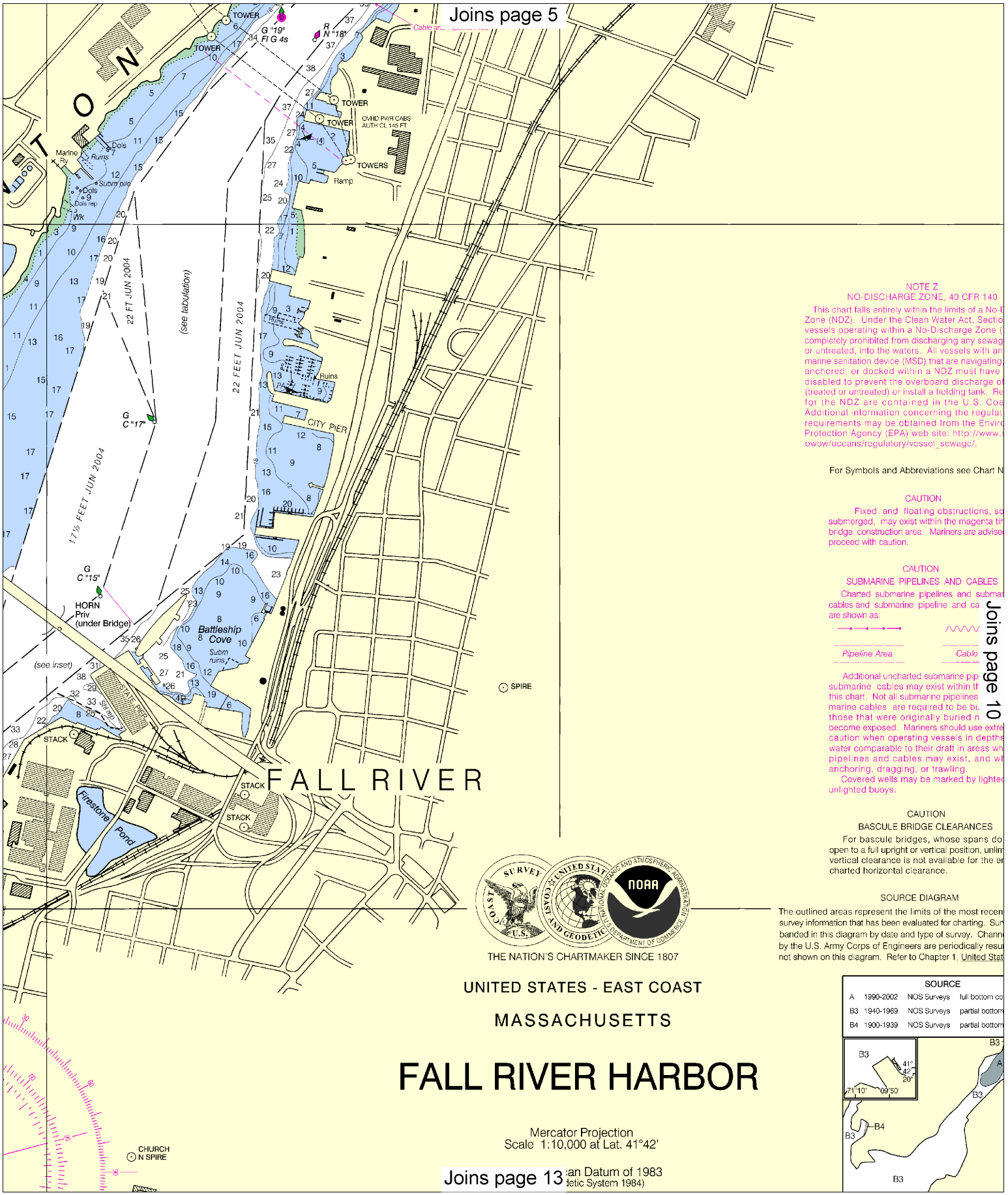
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.



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For Symbols and Abbreviations see Chart N

CAUTION

Fixed and floating obstructions, so submerged, may exist within the magenta tir bridge construction area. Mariners are advise proceed with caution.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submar cables and submarine pipeline and ca are shown as:

Pipeline Area — Cable

Additional uncharted submarine pip submarine cables may exist within th this chart. Not all submarine pipelines marine cables are required to be bu those that were originally buried n become exposed. Mariners should use extre caution when operating vessels in depths water comparable to their draft in areas wh pipelines and cables may exist, and wh anchoring, dragging, or trawling.

Covered wells may be marked by lighted unlighted buoys.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do open to a full upright or vertical position, unlim vertical clearance is not available for the en charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recen survey information that has been evaluated for charting. Sur banded in this diagram by date and type of survey. Channe by the U.S. Army Corps of Engineers are periodically resur not shown on this diagram. Refer to Chapter 1. United Stat

SOURCE			
A	1990-2002	NOS Surveys	full bottom co
B3	1940-1969	NOS Surveys	partial bottom
B4	1900-1939	NOS Surveys	partial bottom

THE NATION'S CHARTMAKER SINCE 1807

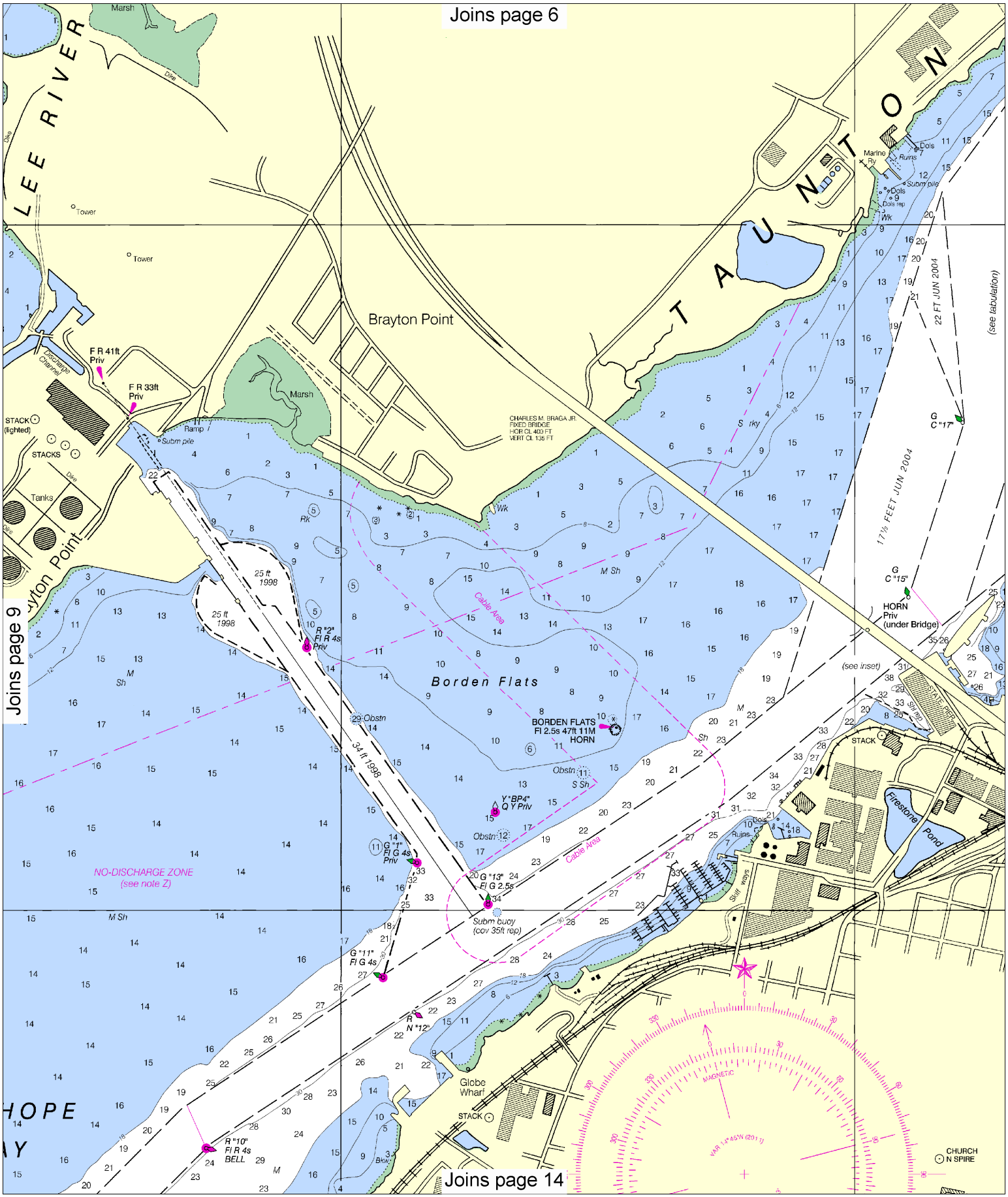
UNITED STATES - EAST COAST

MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

:an Datum of 1983
detic System 1984)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

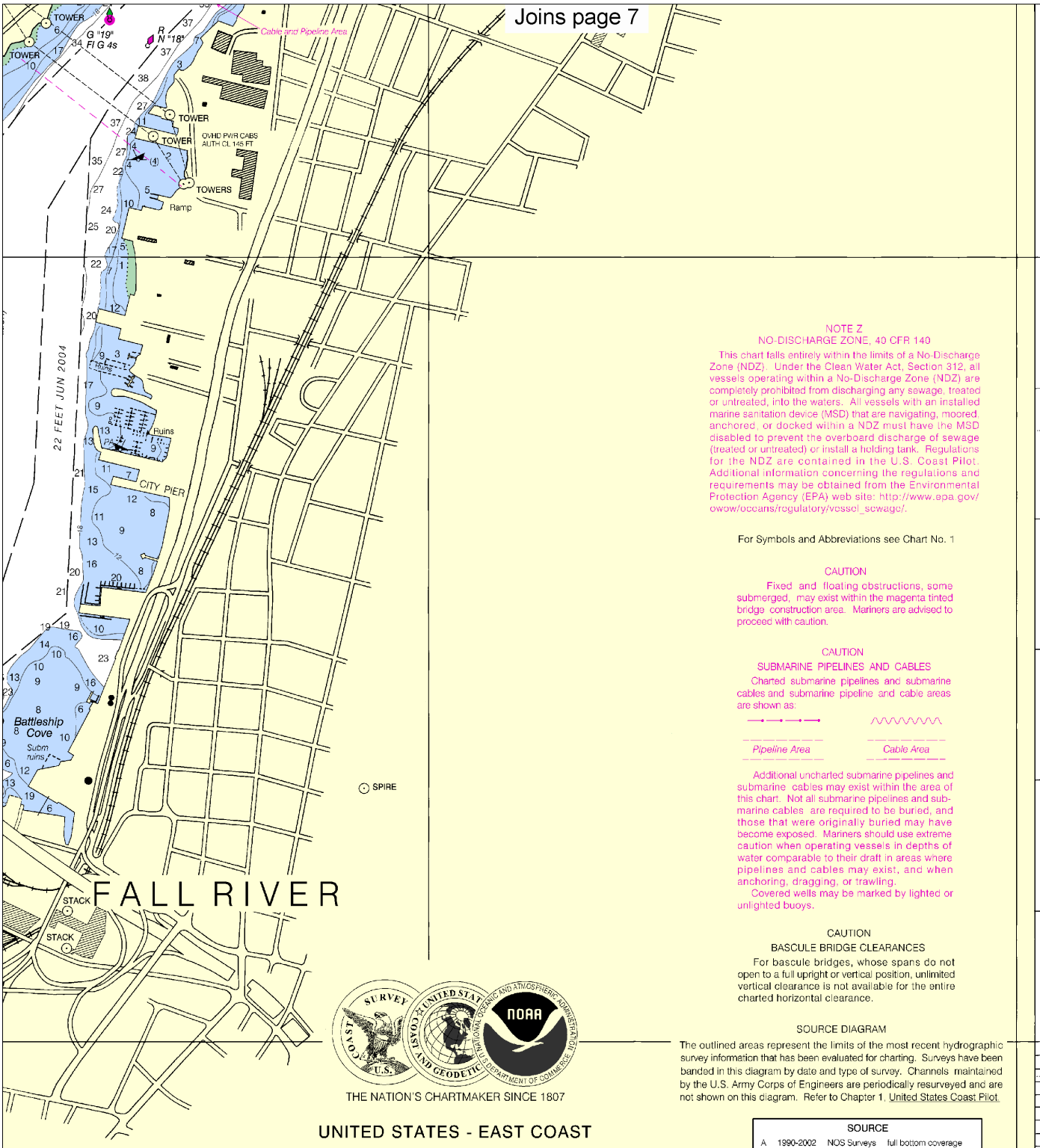
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 7



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For Symbols and Abbreviations see Chart No. 1

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

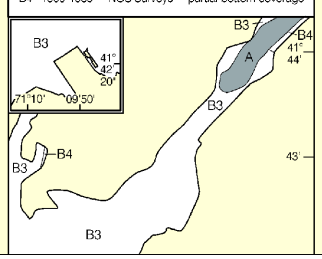
CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2002	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

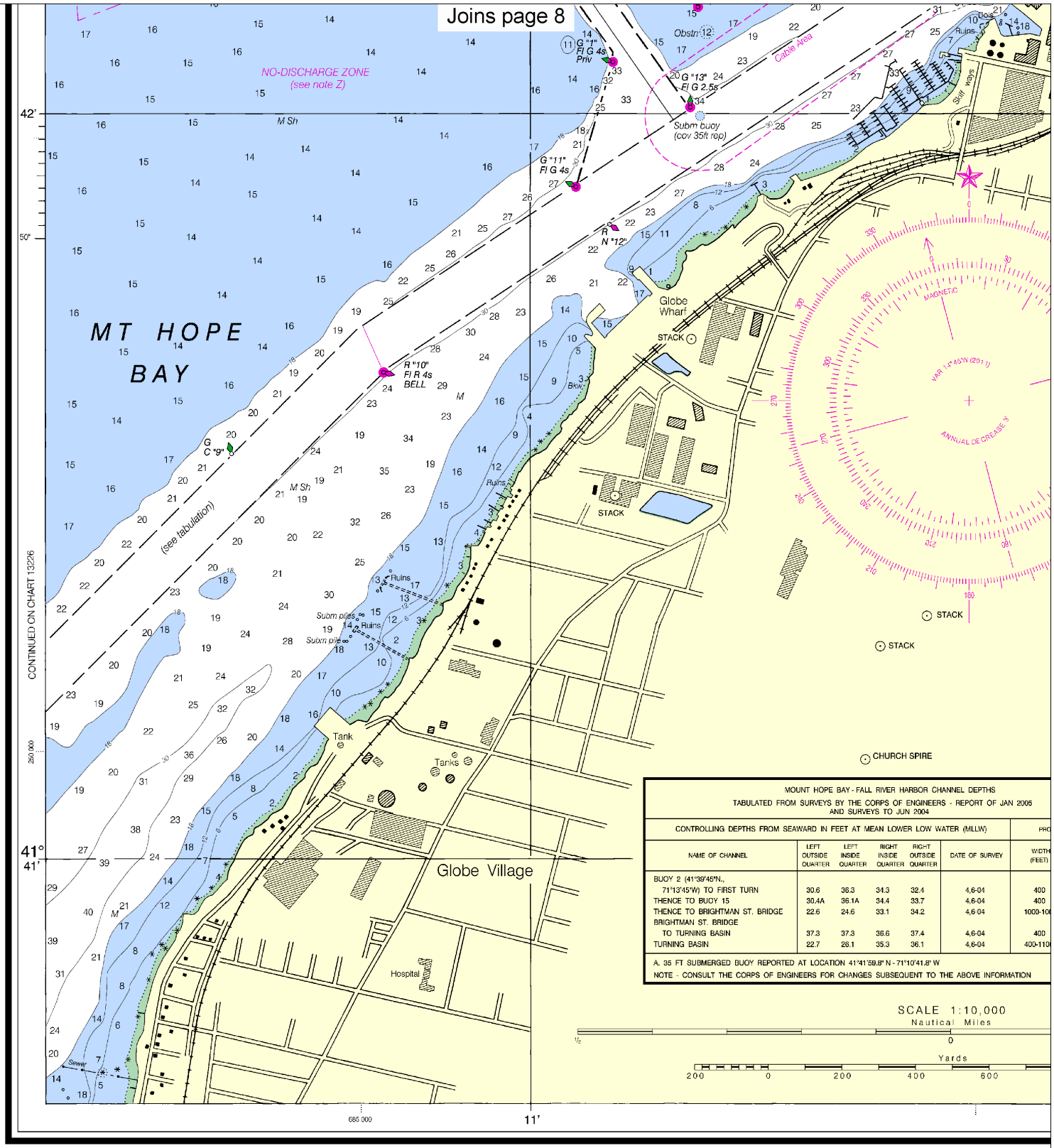
MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum
(World Geodetic System 1

Joins page 15



MOUNT HOPE BAY - FALL RIVER HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2005 AND SURVEYS TO JUN 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PRO
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
BUOY 2 (41°39'45"N., 71°13'45"W) TO FIRST TURN	30.6	36.3	34.3	32.4	4,6-04	400
THENCE TO BUOY 15	30.4A	36.1A	34.4	33.7	4,6-04	400
THENCE TO BRIGHTMAN ST. BRIDGE	22.6	24.6	33.1	34.2	4,6-04	1000-10
BRIGHTMAN ST. BRIDGE TO TURNING BASIN	37.3	37.3	36.6	37.4	4,6-04	400
TURNING BASIN	22.7	26.1	35.3	36.1	4,6-04	400-110

A. 35 FT SUBMERGED BUOY REPORTED AT LOCATION 41°41'59.8" N - 71°10'41.8" W

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:10,000

Nautical Miles

0

Yards

200 0 200 400 600

15th Ed., Aug./11 ■ Corrected through NM Aug. 6/11
Corrected through LNM Jul. 26/11

13227

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

U.S.
NATIONAL O

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

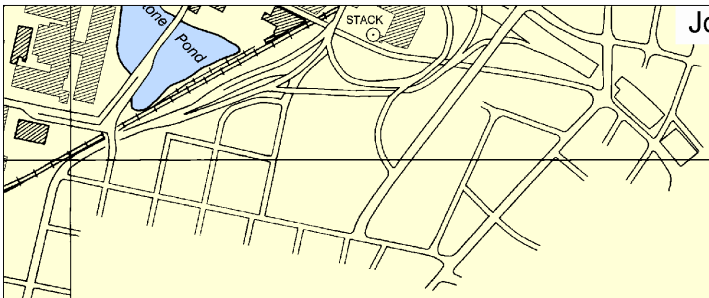
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 9



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

BASCULE BRIDGE CLEARANCES

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SOURCE DIAGRAM

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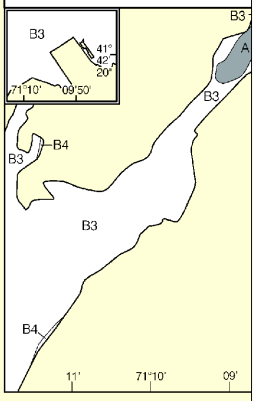

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fall River	(41°44'N/71°8'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jun 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso Isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CHURCH
N SPIRE

Hospital

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.362" northward and 1.775" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

PLANE COORDINATE GRID

(based on NAD 1927)

The Massachusetts State Grid is indicated on this chart by dotted ticks at 5,000 foot intervals.

ROJECT DIMENSIONS		
TH	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
0	2.68	35
0	1.32	35
100	1.11	35
0	.62	35
100	.27	35

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 14

800 1000 1200

71° 10' 50" 40" 30" 20" 10" 09' 50"

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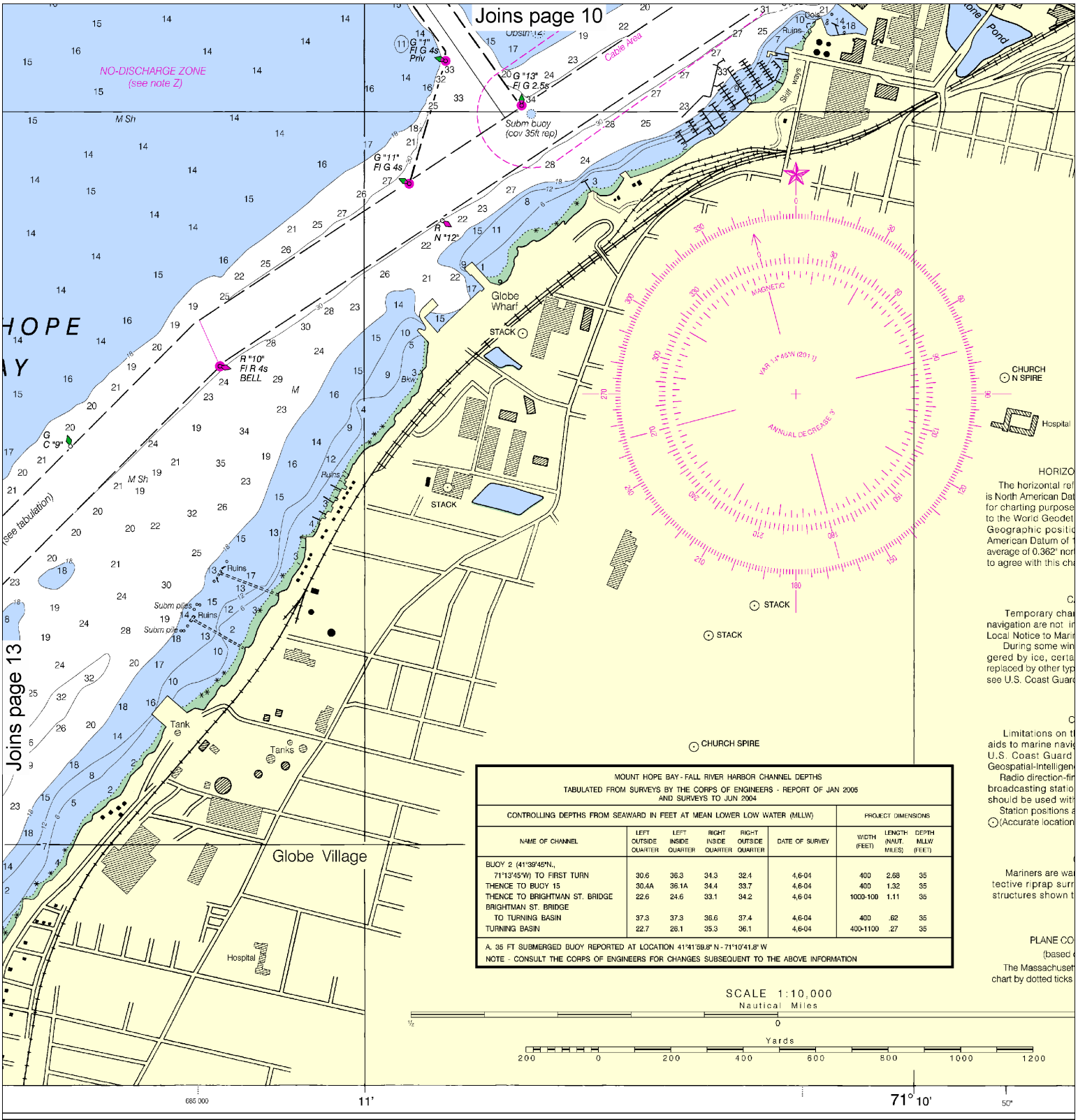
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000



MOUNT HOPE BAY - FALL RIVER HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2005
AND SURVEYS TO JUN 2004

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BUOY 2 (41°39'45"N., 71°13'45"W) TO FIRST TURN	30.6	36.3	34.3	32.4	4,6-04	400	2.68	35
THENCE TO BUOY 15	30.4A	36.1A	34.4	33.7	4,6-04	400	1.32	35
THENCE TO BRIGHTMAN ST. BRIDGE	22.6	24.6	33.1	34.2	4,6-04	1000-100	1.11	35
BRIGHTMAN ST. BRIDGE TO TURNING BASIN	37.3	37.3	36.6	37.4	4,6-04	400	.62	35
TURNING BASIN	22.7	26.1	35.3	36.1	4,6-04	400-1100	.27	35

A. 35 FT SUBMERGED BUOY REPORTED AT LOCATION 41°41'59.8" N - 71°10'41.8" W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:10,000
Nautical Miles
½ 0
Yards
200 0 200 400 600 800 1000 1200

HORIZO
The horizontal ref
is North American Dat
for charting purpose
to the World Geodet
Geographic positio
American Datum of 1
average of 0.362" nor
to agree with this cha

C
Temporary chan
navigation are not in
Local Notice to Mari
During some win
gered by ice, certa
replaced by other typ
see U.S. Coast Guard

C
Limitations on th
aids to marine navig
U.S. Coast Guard
Geospatial-Intelligen
Radio direction-fin
broadcasting statio
should be used with
Station positions a
⊙(Accurate location

Mariners are wa
tective riprap surr
structures shown t

PLANE CO
(based
The Massachuset
chart by dotted ticks

d through NM Aug. 6/11
d through LNM Jul. 26/11

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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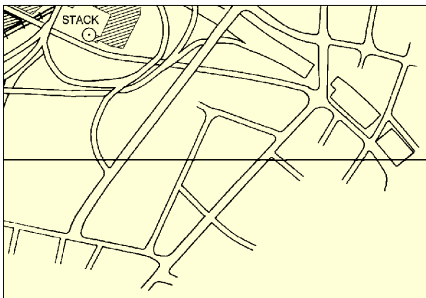
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



Joins page 11

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fall River	(41°44'N/71°8'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso Isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

BASCULE BRIDGE CLEARANCES

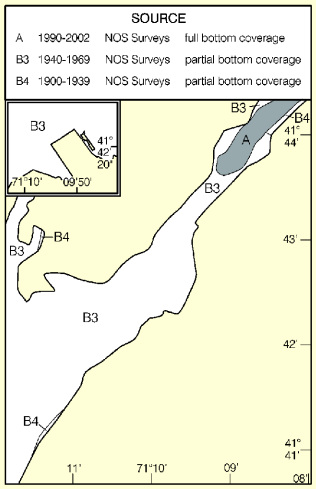
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2002	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

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AIDS TO NAVIGATION

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FATHOMS / FEET / METERS

FATHOMS	FEET	METERS
1	6	1 2 3
2	12	4
3	18	5 6
4	24	7 8
5	30	9 10
6	36	11 12
7	42	13 14
8	48	15 16
9	54	17 18
10	60	19 20
11	66	21 22
12	72	23 24
13	78	25 26
14	84	27 28
15	90	29 30
16	96	31
17	102	

42'
50'
41°
41'
40'
30'
20'
10'
09'
50'
08'

678.5 X 541.0 mm 700 000

ED NO. 15

NSN 7642014010448 NGA REFERENCE NO. 13XHA13227

SOUNDINGS IN FEET

Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

13227

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

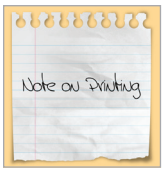
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker